

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Kern County, California. The specific maps under consideration are the 1993 and 1998 Noise Exposure Maps (Figure 9 and 10, respectively) located in page 3-22 and 4-8 in the submission. The FAA has determined that these maps for Meadows Field are in compliance with applicable requirements. This determination is effective on April 14, 1995. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of the program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review and acceptance of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the

consultation required by statute has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, 800
Independence Avenue, SW., Room
617, Washington, D.C. 20591
Federal Aviation Administration,
Western-Pacific Region, Airports
Division, Room 3012, 15000 Aviation
Boulevard, Hawthorne, California
90261

Mr. David Price III, Director, Kern
County Department of Airports, 1401
Skyway Drive, Suite 200, Bakersfield,
California 93308-1697

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on April
14, 1995.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 95-11274 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M

RTCA, Inc., Free Flight Task Force; Meeting

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the first meeting of a Free Flight Task Force to be held at 9 a.m. on Wednesday, May 17, and Thursday, May 18, 1995. The meeting will take place at Virginia's Center for Innovative Technology, 2214 Rock Hill Road, Herndon, Virginia, in the auditorium.

The meeting will open with a plenary session during which the following will be discussed: The FAA request for RTCA's assistance in developing consensus on Free Flight Implementation; how the task force will be organized; and review of working group responsibilities and milestones. Attendees will be invited to participate in one of the following three working groups: Procedures and Expected Benefits; System Architecture and Technology; Transition Strategy, Cost/Benefit Assessments, and Implementation Schedule.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA,

Inc., at (202) 833-9339 (phone) or (202) 833-9434 (fax).

Members of the public may present a written statement to the task force at any time.

Exceptional circumstances, such as the need to accomplish this task in a relatively short time and the difficulty in locating adequate conference space, exist in this instance to permit public notice of this meeting in less than 15 days.

Issued in Washington, D.C., on May 3,
1995.

Ronald E. Morgan,

*Director, System Architecture and Program
Evaluation.*

[FR Doc. 95-11318 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M

Flight Service Station at Glennallen, Alaska; Notice of Change in Facility Operation

Notice is hereby given that on March 31, 1995, the Gulkana Flight Service Station at Glennallen, Alaska, closed. Services to the general aviation public formerly provided by this facility are now provided by the Automated Flight Service Station at Kenai, Alaska. This information will be reflected in the FAA Organization Statement the next time it is reissued. Sec. 313(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Anchorage, Alaska on March 15,
1995.

Robert N. Lewis,

*Acting Regional Administrator, Alaskan
Region.*

[FR Doc. 95-11278 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement To Accelerate the Development, Evaluation, and Deployment of Collision Avoidance Systems

AGENCY: National Highway Traffic
Safety Administration (NHTSA), DOT.

ACTION: Announcement of Discretionary
Cooperative Agreement to Accelerate
the Development, Evaluation, and
Deployment of Collision Avoidance
Systems.

SUMMARY: NHTSA announces this
discretionary cooperative agreement
program to support collision avoidance
system research studies and solicits
applications for projects under this
program.

DATES: Applications must be received on or before July 7, 1995.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Richard Bellamy, 400 Seventh Street, SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-95-R-07301 and identify the program area for which the application is submitted. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: Richard Bellamy, Office of Contracts and Procurement, at (202) 366-8902 for general administrative questions. Programmatic questions relating to this cooperative agreement program should be directed to John J. Ference, Office of Crash Avoidance Research (NRD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 6220, Washington, DC 20590; phone: (202) 366-0168.

SUPPLEMENTARY INFORMATION:

Background and Objectives

The NHTSA has the responsibility to devise strategies to reduce the number of motor vehicle collisions and to save lives and reduce injuries and property damage through the prevention and reduction in severity of motor vehicle collisions. The NHTSA Office of Crash Avoidance Research conducts and manages research intended to analyze driver-vehicle interaction, identify specific vehicle designs, components, or parameters associated with driver performance errors and resulting collisions, and develop and evaluate vehicle-based collision avoidance countermeasure concepts and devices.

The importance of NHTSA's role in the field of Intelligent Transportation Systems (ITS) was noted in a September 12, 1991 report of the Senate Committee on Appropriations accompanying the Department of Transportation appropriations bills for Fiscal Year 1992 (102-148; page 120):

The Committee believes that assessing the capabilities of the technology being developed to improve safety and to assist in its development and application should be a priority for NHTSA research. The early implementation of collision avoidance systems including such technology as radar warning/braking, blind spot monitoring, driver performance monitoring, infrared imaging for night vision enhancement, and adaptive cruise control will yield a major payoff in the long term because of the cumulative effect that accrues as more

vehicles are equipped. It is also important for NHTSA to work in partnership with technology developers and States to develop innovative demonstrations of safety systems.

In accordance with NHTSA research priorities and the program direction outlined above, the purpose of this cooperative agreement program is to accelerate the development, evaluation, and development of collision avoidance enabling technologies, products, and systems and to expand the knowledge base of collision avoidance as a result of the studies conducted.

Applicants should identify the program area(s) which their proposed research projects would address. Program areas of current interest include:

(a) Development and validation of procedures, methodologies and techniques for measuring and evaluating collision avoidance/warning system performance and determining which collision avoidance/warning functions and operating characteristics should be industry standards, and

(b) Application of advanced technologies, including integration of information available from other collision avoidance systems, to improve driver vision during nighttime and inclement weather.

These program areas have been identified as the focus for this solicitation. However, proposals in other program areas which applicants believe will accelerate the development and deployment of effective collision avoidance systems will also be considered.

NHTSA Involvement

The NHTSA Office of Crash Avoidance Research will be involved in all activities undertaken as part of this cooperative agreement program and will:

1. Provide, on an as-available basis, one professional staff person, to be designated as the Contracting Officer's Technical Representative (COTR), to participate in the planning and management of the cooperative agreement, and to coordinate activities between the organization and NHTSA;
2. Make available information and technical assistance from government sources, within available resources and as determined appropriate by the COTR. This shall include collision data from state and national accident databases, and human factors data that may be of use in supporting research efforts;

3. Provide liaison with other government agencies and organizations as appropriate; and

4. Help expand the knowledge base of collision avoidance systems and enabling technologies by publishing

nonproprietary information developed at Government expense in the scientific literature, thus making it available to all organizations involved in research and product development in this area.

Period of Support

The research and development effort described in this notice may be supported through the award of a cooperative agreement. NHTSA reserves the right to make multiple cooperative agreement awards for the effort described in this notice depending on the merits of the applications received and the amount of Federal funding available.

Contingent on the availability of funds and satisfactory performance, cooperative agreement(s) will be awarded to eligible organization(s) for project periods of up to 3 years. It is currently intended that no cooperative agreement awarded as a result of this notice shall exceed \$500,000 per year.

Eligibility Requirements

To be eligible to participate in this cooperative agreement program, an applicant must be a commercial organization (small or large), a non-profit organization or an educational institution. Regardless of the type of organization applying for Federal funding assistance, no fee or profit will be allowed.

Application Procedure

Each application must submit one original and two copies of its application package to: National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Richard Bellamy, 400 Seventh Street, SW., Room 5301, Washington, DC 20590. Only complete application packages received on or before July 7, 1995 shall be considered. Submission of three additional copies will expedite processing, but is not required. The applicant shall specifically identify any information in the application for which confidentiality is asserted, in accordance with the procedures of 49 CFR part 512, Confidential Business Information.

Application Contents

The application package must be submitted with OMB Standard Form 424 (Rev. 4-88), including 424A and 424B, with the required information filled in and the certified assurances included. While the Form 424-A deals with budget information, and Section B identifies budget categories, the available space does not permit a level of detail which is sufficient for a

meaningful evaluation of proposed costs. A supplemental sheet should be provided which presents a detailed breakdown of all proposed costs, as well as the costs which the applicant proposes to contribute in support of this effort, or any additional financial commitment made by other sources.

Applicants shall include a program narrative statement which addresses the following:

1. A description of the research to be pursued which addresses:

a. the objectives, goals, anticipated outcomes, and development efforts that will be undertaken as part of the proposed research effort;

b. the impact the proposed research effort will have on fostering the competitiveness of the United States ITS industry in national and international markets;

c. the potential of the proposed research effort accomplishments to make a significant contribution to the deployment of collision avoidance systems and the potential for improving the rate of deployment of proven collision avoidance technology;

d. the major tasks and sub tasks to be undertaken as part of the proposed research effort identified and described in the form of a statement of work. The program narrative and statement of work should be described in sufficient detail to demonstrate proficiency in technical areas relevant to the proposed project and an understanding of the purpose and unique problems represented by the research objectives of this cooperative agreement program.

2. The proposed program director and other key personnel identified for participation in the proposed research effort, including a description of their qualifications and their respective organizational responsibilities.

3. A description of the test facilities and equipment currently available or to be obtained for use in the conduct of the proposed research effort.

4. A description of the applicant's previous experience or on-going research program that is related to this proposed research effort.

5. Detailed narrative descriptions which include:

a. A detailed task schedule, Gantt, or PERT chart showing the duration, relationship and sequencing of proposed tasks, sub tasks, project milestones, project deliverables and all planned oral presentations.

b. A management plan that demonstrates the ability to direct and coordinate the project tasks and manage administrative activities.

c. A budget for the proposed research effort, including the cost-sharing

contribution proposed by the applicant, as well as any additional financial commitments made by other sources.

The budget detail shall include all cost components of the project, including applicable overhead rates. Labor categories, hourly labor rates, and projected labor hours for each labor category by major task and sub task should be included, as well as all materials, computer time, test facility fees, etc.

d. A detailed description of deliverables that will be provided to NHTSA during the project and upon completion of the research effort. All written reports delivered to NHTSA should be suitable for public release.

6. A detailed statement of any technical assistance which the applicant may require of NHTSA in order to successfully complete the proposed research effort.

Application Review Process and Criteria

Initially, all applications will be reviewed to confirm that the applicant is an eligible recipient and to ensure that the application contains all the information required by the Application Contents section of this notice.

Each complete application from an eligible recipient will then be evaluated by a Technical Evaluation Committee. The applications will be evaluated using the following criteria:

1. The applicant's understanding of the purpose and unique problems represented by the research objectives of this cooperative agreement program as evidenced in the description of their proposed project. The impact the proposed research effort will have on fostering the competitiveness of the United States ITS industry in national and international markets will also be evaluated. Specific attention shall be placed upon the applicant's stated proposed research effort as described in its program narrative and statement of work.

2. The potential of the proposed research effort accomplishments to make a significant contribution to the deployment of collision avoidance systems and the potential for improving the rate of deployment of proven collision avoidance technology will be a primary consideration.

3. The technical and financial merit of the proposed research effort, including the feasibility of approach, practicality, planned methodology, and anticipated results. Financial merit will be estimated by the cost of the cooperative agreement to be borne by NHTSA compared to the resources that would be contributed by the applicant and other

sources relative to the potential of the proposed research effort accomplishments to make a significant contribution to the deployment of collision avoidance systems and the potential for improving the rate of deployment of proven collision avoidance technology.

4. The adequacy and availability of relevant test facilities and equipment identified to accomplish the proposed research effort.

5. The adequacy of the organizational plan for accomplishing the proposed research effort, including the qualifications and experience of the research team, the various disciplines represented, and the relative level of effort proposed for professional, technical, and support staff.

Terms and Conditions of the Award

1. If applicable, the protection of the rights and welfare of human subjects in NHTSA-sponsored experiments is established in NHTSA Orders 700-1 and 700-3. Any recipient must satisfy the requirements and guidelines of the NHTSA Orders 700 series prior to award of the cooperative agreement. It is not anticipated that non-human subjects will be used in any testing performed under this cooperative agreement. A copy of the NHTSA Orders 700 series may be obtained from the administrative information contact designated in this notice.

2. Prior to award, the recipient must comply with the certification requirements of 49 CFR Part 20—Department of Transportation New Restrictions on Lobbying and 49 CFR Part 29—Department of Transportation Government-wide Debarment and Suspension (Nonprocurement) and Government-wide Requirements for Drug-Free Workplace (Grants).

3. Cooperative agreement(s) will be negotiated to include provisions appropriate to organizational conflicts of interest and rights in data (e.g., patent rights, copyright). At the time of negotiation, applicants may be required to disclose all actual or apparent conflicts of interest.

4. During the effective period of the cooperative agreement(s) awarded as a result of this notice, the agreement(s) shall be subject to NHTSA's General Provisions for Assistance Agreements, the cost principles of OMB Circular A-21, A-122, or FAR 31.2, as applicable to the recipient, and the requirements of 49 CFR Part 20 and Part 29. The agreement(s) shall also be subject to the general administrative requirements of 49 CFR Part 19—Department of Transportation Uniform Administrative Requirements for Grants and

Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations.

5. Reporting Requirements:

a. *Written Research Reports*: The recipient shall submit bimonthly research reports due 15 days after each reporting period. The recipient shall also submit an annual report for each year of performance due 30 days after each reporting year, and a final research report due 30 days following completion of the research effort. An unbound original and five copies of all written research reports shall be submitted to the COTR.

b. *Oral Briefings*: The recipient shall conduct a kickoff briefing within 30 days after award and two semiannual oral presentations of research results during each year of performance. For planning purposes, assume that all presentations will be held in the Nassif Building at U.S. Department of Transportation Headquarters, 400 Seventh Street, SW., Washington, DC. An unbound original and ten copies of all briefing materials shall be submitted to the COTR five working days prior to each oral presentation.

Issued on: May 4, 1995.

William A. Leasure, Jr.,

Acting Associate Administrator for Research and Development.

[FR Doc. 95-11388 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-033; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1993 Moto Guzzi Daytona Motorcycles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1993 Moto Guzzi Daytona motorcycles are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1993 Moto Guzzi Daytona motorcycle that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is June 8, 1995.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4pm]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. § 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Motors, Inc. of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1993 Moto Guzzi Daytona motorcycles are eligible for importation into the United States. The vehicle which J.K. believes is substantially similar is the 1993 Moto Guzzi Daytona that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1993

Moto Guzzi Daytona to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that the non-U.S. certified 1993 Moto Guzzi Daytona, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1993 Moto Guzzi Daytona is identical to its U.S. certified counterpart with respect to compliance with Standard Nos. 106 Brake Hoses, 111 Rearview Mirrors, 116 Brake Fluid, 119 New Pneumatic Tires for Vehicles other than Passenger Cars, 120 Tire Selection and Rims for Motor Vehicles other than Passenger Cars, 122 Motorcycle Brake Systems, 123 Motorcycle Controls and Displays, and 205 Glazing Materials.

Petitioner also contends that the non-U.S. certified 1993 Moto Guzzi Daytona is capable of being readily modified to meet the following standards in the manner indicated:

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: (a) By installing U.S.-model headlamps and front sidemarker lights; (b) by installing U.S.-model taillamp assemblies that incorporate rear sidemarker lights.

Standard No. 115 *Vehicle Identification Number*: By installing a vehicle identification plate.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.